

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland REPORT [REDACTED]  
 SUBJECT Czesochowa Airfield DATE DISTR. 3 October 1955  
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 PLACE ACQUIRED [REDACTED] REFERENCES  
 DATE ACQUIRED [REDACTED] This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [REDACTED] a sketch of the Czesochowa airfield in relation to the surrounding area, a detailed sketch of the airfield, and a sketch of the rotating antenna.
2. The Czesochowa airfield is three kilometers northwest of the main square in Czesochowa, 400 meters northeast of the Czesochowa-Klobuck road located east of the road, and one kilometer southwest of Kiedrzyn. The field runs from northwest to southeast and is 2,500 meters long and 1,500 meters wide.
3. The runway (No. 11, sketch II) lies in a northeast-southwest direction and is 1,800 meters long and 15 meters wide. It is made of concrete; its foundation is 65 centimeters of gravel and concrete mixture.
4. The parking place (No. 10, sketch II) is located at the southern end of the runway. It is made of concrete and is 400 meters long and 20 meters wide. It is situated east of the hangars and is curved like the hangars.
5. A jet pilot training unit of the Polish Air Force was stationed here, and 30 MIG-15's were on the field. [REDACTED] these jets were reportedly built under Soviet supervision in Poland. They were identified as TUSINO - 51(sic).
6. There were four hangars (No. 7, sketch II) on the field. They were concrete structures, 25 x 80 meters each, with divided roofs, roof illumination, and sliding gates.
7. The guardhouse (No. 1, sketch II) is located at the southwest corner of the airfield. Located 450 meters northwest of the west corner is the headquarters building (Pt. 2, sketch II). It is a 30 x 40 meter structure; its western part is one story high and the eastern part has two stories. The building has a flat roof.
8. Located east of the headquarters building is the officers' building (Pt. 3, sketch II). It is a two-story building, 30 x 40 meters, containing the officers'

25 YEAR RE-REVIEW

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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mess. There are two classrooms on the first floor.

There are two barracks buildings (Nos. 4 and 5, sketch II) northwest of the headquarters building, each is 35 x 70 meters, and three stories high. Building No. 4 has two classrooms for enlisted personnel on the first floor, and building No. 5 has the enlisted men's mess hall on the first floor. Quarters for NCO's and enlisted men are located in the upper stories.

9. The material depot (No. 6, sketch II) is a one-story building, 15 x 25 meters. The assembly and repair shops (No. 8, sketch II) is located east of the parking place. It is 25 x 50 meters.
  10. The southern side and southern third of the west side have a wire net fence.
  11.  the radio station is located on the second floor of the headquarters building (No. 2, sketch II). An automatic, rotating antenna is located in the center of the flat roof of the headquarters building (see sketch No. III). The antenna is mounted on a ball pivot, and it rotates horizontally.
  12. No radar was ascertained, and none is reportedly located on the airfield. A meteorological station (No. 2, sketch II) is also in the headquarters building.
  13. The central fuel depot (No. 9, sketch II) is located in the center of the west side of the airfield. A wire fence surrounds the depot and it was always guarded. No munitions depot was observed.
- However, (emergency) ammunition was stored under the enlisted men's building (No. 4, sketch II). Spare parts were stored in the depot (No. 6, sketch II).
14. Concrete antiaircraft positions were at No. 15, sketch II. A searchlight (No. 12, sketch II) was installed at the southern end of the runway, 1,200 millimeters (sic). It illuminated the runway in the direction of the take-off at night. Red neon lights were located at the north end of the runway (No. 13, sketch II). They were recessed in the ground and marked the end of the runway. The fronts of the hangars and assembly shops were illuminated, and the blinking of the red neon lights at the end of the runway signified that landing was not permitted.
  15. There was no industrial railroad siding. The cut-off from the Czestochowa - Lgota highway runs in an easterly direction.
  16. Electric power is transmitted from the Czestochowa - Klobuck line (No. 16, sketch II). The transformer station is located in the corner formed by the Czestochowa - Lgota highway and the cut-off to the airfield (No. 14, sketch II).

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#### Legend to sketches

Sketch I. Location of the airfield from Czestochowa.  
Sketch II. Detailed sketch of the airfield.

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|-----------------------------------|------------------------------------|
| 1. Guard house                    | 9. Central fuel depot              |
| 2. Airfield headquarters building | 10. Concrete (plane) parking place |
| 3. Officers' building             | 11. Concrete runway                |
| 4. Three-story barracks           | 12. Searchlight                    |
| 5. Three-story barracks           | 13. Red neon lights                |
| 6. Material depot                 | 14. Transformer station            |
| 7. Hangars                        | 15. Antiaircraft positions         |
| 8. Assembly shops and garages     | 16. Electric power line            |

Sketch III. Horizontally rotating antenna.

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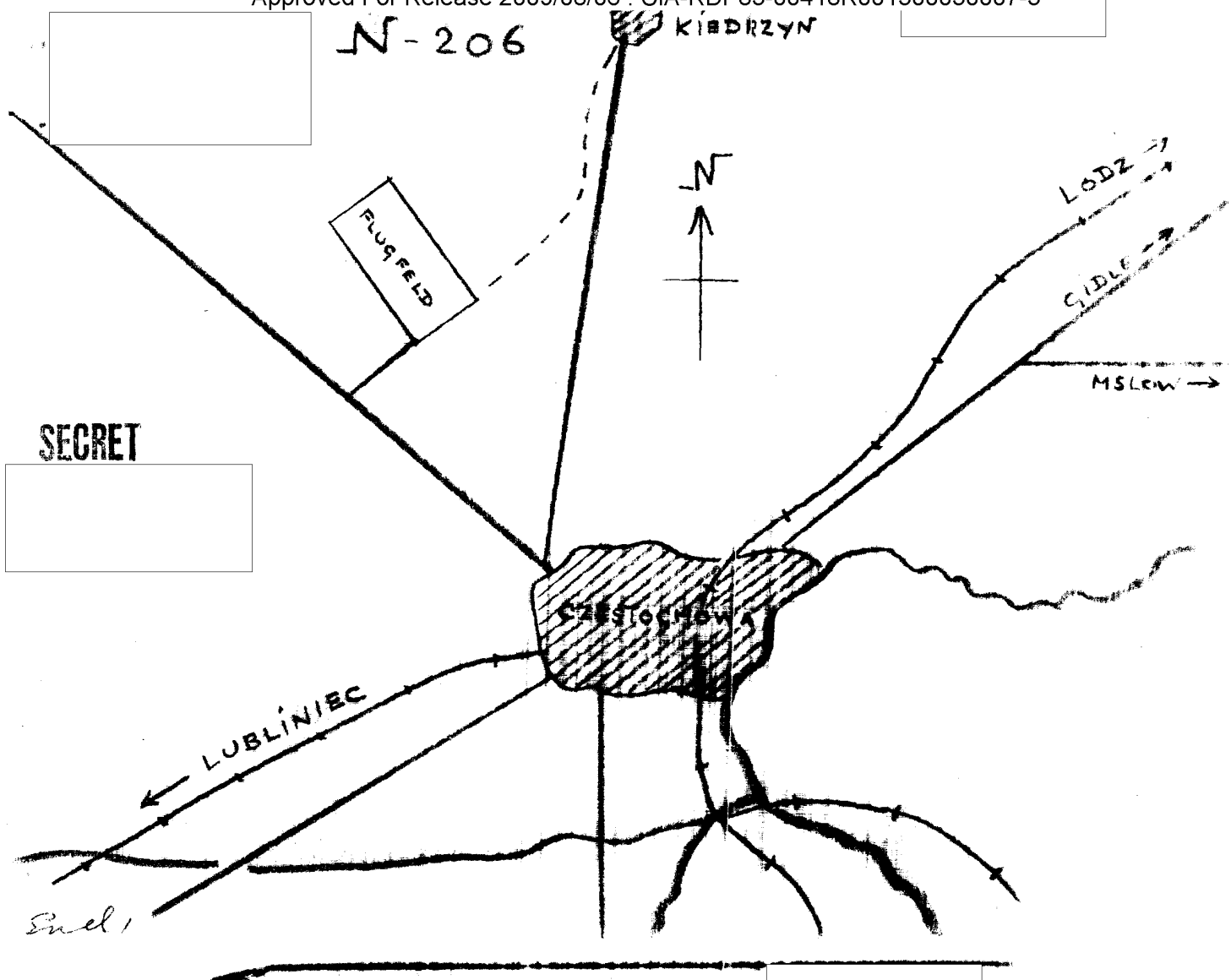
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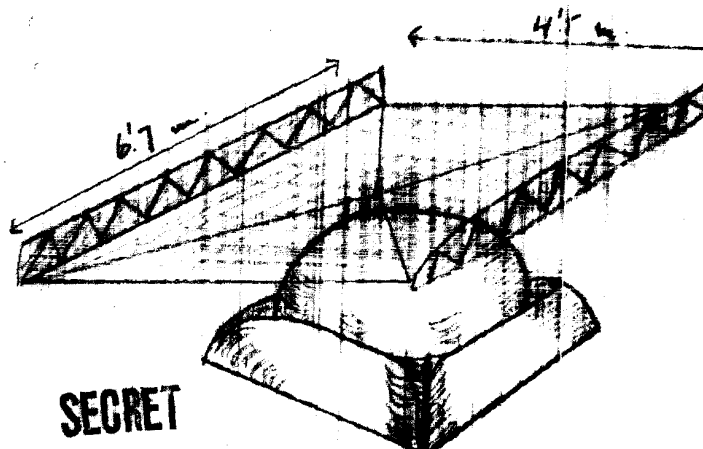
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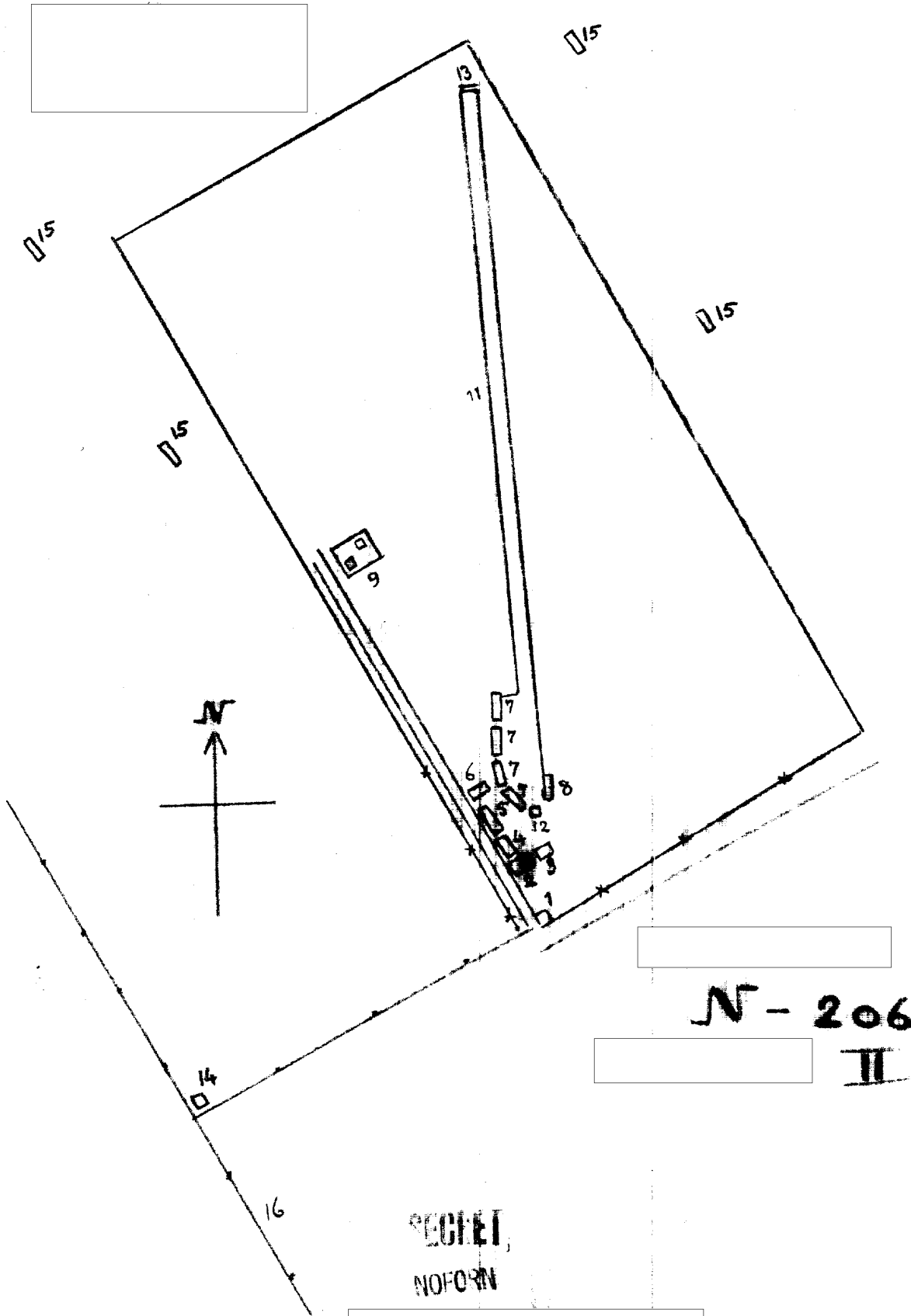
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